

A Resolution

NO. 3369-06-2006

A RESOLUTION IN SUPPORT OF LAND USE DEVELOPMENT AND PROJECT TIMING FOR THE SIERRA VISTA TRANSIT PLAZA SUSTAINABLE DEVELOPMENT PROJECT AND AUTHORIZING THE CITY MANAGER TO EXECUTE AN INTERLOCAL AGREEMENT WITH NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

WHEREAS the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy board associated with North Central Texas Council of Governments ("NCTCOG"), and is the regional forum for cooperative decisions on transportation; and,

WHEREAS on October 14, 2005, NCTCOG issued a formal Sustainable Development Call for Projects seeking proposals for projects in the following areas: sustainable development projects, land banking, and local sustainable development planning programs; and

WHEREAS the Fort Worth Transportation Authority submitted a sustainable development project application to NCTCOG on January 20, 2006 for the Sierra Vista Transit Plaza project and other amenities for a total project cost of \$1.2 million; and,

WHEREAS on April 13, 2006, the RTC approved local funds in the amount of \$400,000 for the Sierra Vista Transit Plaza; and

WHEREAS the RTC approved the "Resolution Establishing Management of Sustainable Development Projects" on May 11, 2006; and,

WHEREAS the RTC requires the submittal of this resolution prior to the execution of an interlocal agreement with NCTCOG; and,

WHEREAS the City of Fort Worth concurs that the Fort Worth Transportation Authority will serve as the lead project sponsor and the Fort Worth Transportation Authority Board adopted a resolution in support of this project on May 18, 2006; and,

WHEREAS the City of Fort Worth supports the overall land use concept and development of the Sierra Vista Transit Plaza and the Project scope as applied for in the original Sustainable Development Call for Projects application (Attachments 1-3); endorses the Project scope; and approves project timing to be complete by May 1, 2009; and,

WHEREAS the City of Fort Worth concurs that the Fort Worth Transportation Authority, as the lead public sponsor, will fund or pass through funds from the private sector for a minimum local cash match of 20 percent (\$100,000) of the total grant amount (\$400,000); and,



CITY OF FORT WORTH

Resolution No. 3369-06-2006

WHEREAS the City of Fort Worth concurs with the Fort Worth Transportation Authority that any cost overruns will be the responsibility of the local partners (The Fort Worth Transportation Authority and Vertex Asset Partners, LP) and not the RTC; and,

WHEREAS the City of Fort Worth concurs with the Fort Worth Transportation Authority that infrastructure built with local funds will follow the administrative process and design standards of the Fort Worth Transportation Authority or if federal funds must be used that the Fort Worth Transportation Authority supports the use of state and federal design guidelines; and,

WHEREAS the City of Fort Worth concurs with the Fort Worth Transportation Authority that all funding will be handled on a reimbursement basis and that expenditures made prior to signing an interlocal agreement on the project and receipt of a Notice to Proceed from NCTCOG will not be eligible expenses; and,

WHEREAS the City of Fort Worth concurs with the Fort Worth Transportation Authority in selecting Option 2, "Local Float Option" for receiving funds associated with this project in which the assigned project staging date of October 2008 will be used for reimbursement only and the project will begin on a locally set time schedule that will begin after an interlocal agreement is signed with NCTCOG and NCTCOG issues a Notice to Proceed and understands that the Fort Worth Transportation Authority acknowledges and understands the risks associated with Option 2 (Attachments 4 and 5); and,

WHEREAS as of June 20, 2006, this Project does not require special exceptions, variances or require action on other outstanding local regulation issues; and,

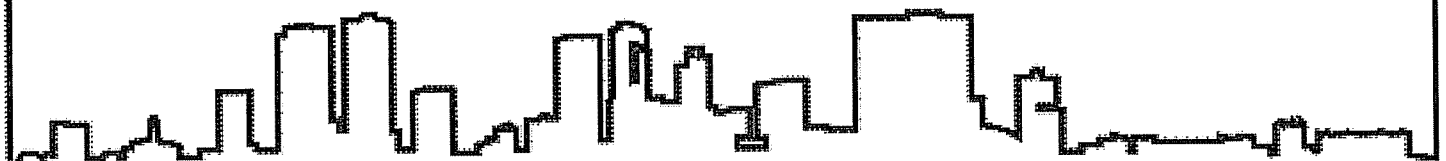
WHEREAS the City of Fort Worth understands that the Fort Worth Transportation Authority and its private sector partner, Vertex Asset Partners LP, will utilize the grant funds for work on the Project as outlined in an interlocal agreement that the Fort Worth Transportation Authority and the City of Fort Worth must execute with NCTCOG in accordance with the Project Scope descriptions and project total as described in Attachment 6; and,

WHEREAS City of Fort Worth concurs with the RTC resolution (Attachment 7) and program rules (Attachment 8) and understands that the Fort Worth Transportation Authority concurs with the RTC resolution and program rules.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FORT WORTH THAT:

The City Council hereby authorizes the City Manager to execute an interlocal agreement with NCTCOG for the Sierra Vista Transit Plaza project.

AND IT IS SO RESOLVED.



CITY OF FORT WORTH

Resolution No. 3369-06-2006

Adopted this 20th day of June, 2006.

ATTEST:

By: Marty Hendrix

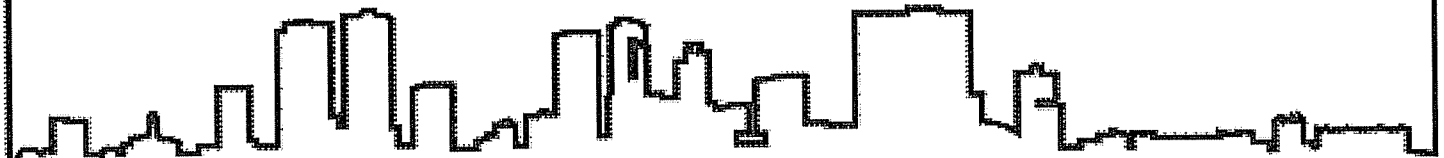
Marty Hendrix

City Secretary

APPROVED
CITY COUNCIL

JUN 20 2006

Marty Hendrix
City Secretary of the
City of Fort Worth, Texas



CITY OF FORT WORTH

Attachment 1

Sierra Vista Transit Plaza Project Description

The Sierra Vista Transit Plaza is located in an area recently designated by the City of Fort Worth as the Berry/Riverside Urban Village. The Sierra Vista redevelopment project includes 232 single-family homes to be built by History Maker Homes. The homes range in size from about 1,200 to 3,400 square feet and will cost \$80,000 to \$130,000. Additionally, a 60,000-square-foot retail center will be built on the site of the old Oakbrook Mall. Due to this increase in residential and commercial activity, the mobility needs of this revitalized community will be changed. The Sierra Vista Transit Plaza will be specifically designed to meet this community's needs.

Currently there are three bus routes which serve this community and the greater southeast Fort Worth area. The current routes are: Route 3 S. Riverside/Tarrant County College South Campus, which also serves the Resource Connection; Route 5 Evans Avenue; and Routes 24/4, which serve Minyards, Texas Christian University, Berry/Stalcup, and downtown Fort Worth (*See Attached Map*). The proposed transit plaza will have five bus bays to accommodate future service expansions that may better link residents throughout the City of Fort Worth to the proposed retail and employment in Sierra Vista. The bus routes feeding into the transit plaza will also provide a link for Fort Worth residents to over 250,000 square feet of retail and new residential development.

The development of a quality transit plaza is a key ingredient to this transit oriented development. The proposed "big box" developer also recognizes the important air quality and congestion management benefits the transit plaza will provide to the community at large. Due to the fact that the Sierra Vista redevelopment initiative is located in an area projected to have severe peak period congestion by 2025 and currently has daily traffic volumes over 26,000 vehicles, the integration of transit into the project will greatly reduce traffic congestion in this sector of Tarrant County and improve air quality.

Relationship to NCTCOG's Sustainable Development Areas of Interest

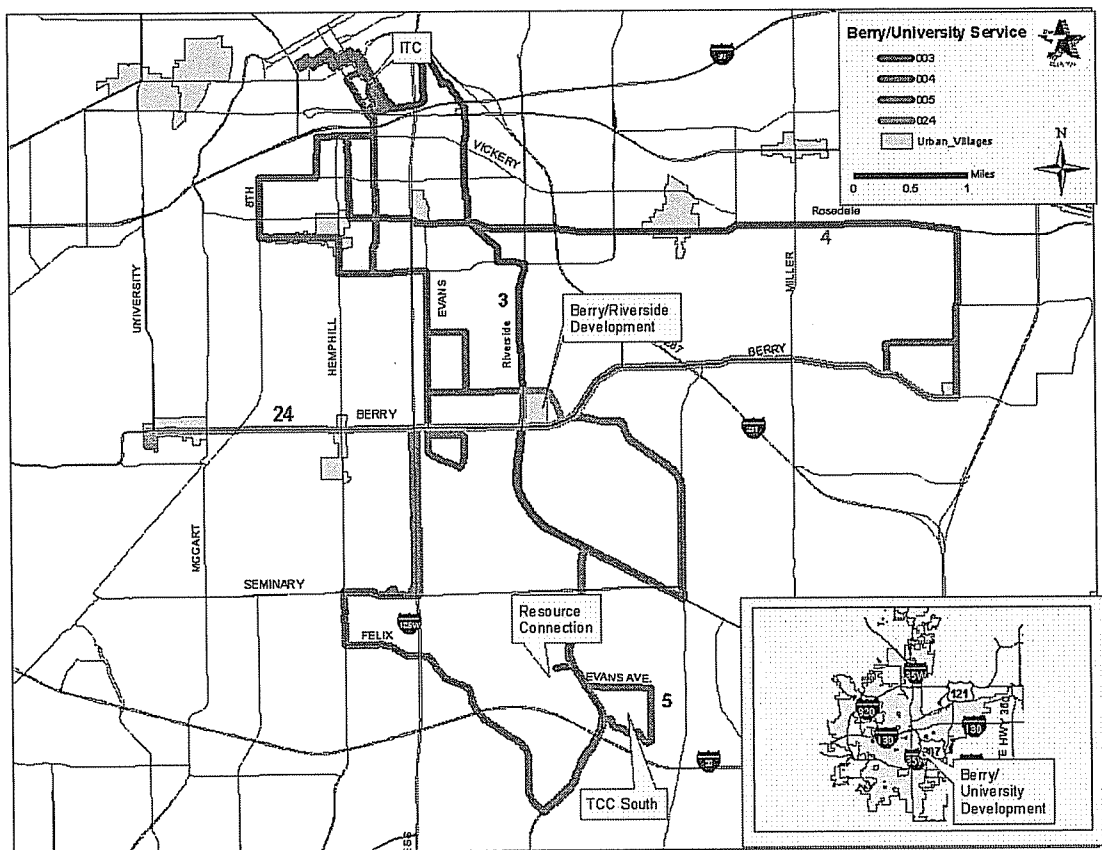
The Sierra Vista Transit Plaza project falls within the Sustainable Development Areas of Interest as described by NCTCOG and approved by the RTC on October 13, 2005. The project is in an "Infill" focus area consisting of low-income households with limited access to retail or employment. The location of this project lies within the urban core of Fort Worth, which will take advantage of existing public infrastructure thereby reducing costs and preserving natural resources. Once complete, this project will help create a Sense of Place and will help restore vitality to a once deteriorating community.

Air Quality and Congestion Impacts

The design of the Sierra Vista Transit Plaza will emphasize a pedestrian-oriented environment and encourage the use of public transit resulting in a reduced dependence on single-occupancy vehicles. The positive impacts of this project on air quality and congestion include:

- * Increased transit use which decreases dependence on single-occupant vehicle use
- * Improved pedestrian environment, which encourages walking and biking

Attachment 1
Sierra Vista Transit Plaza Sustainable Development Project



Attachment 1

Sierra Vista Transit Plaza Sustainable Development Project

- * Infill development providing neighborhood workers and residents with commercial and neighborhood retail close to where they live which reduces Vehicle Miles Traveled (VMT)

- * Improved air quality and reduced energy consumption due to reduced auto use (Note: The T's buses are CNG)

- * Development of a SUSTAINABLE COMMUNITY!

The proposed transit plaza will provide a number of enhanced amenities for transit passengers with associated elements reflective of the Sierra Vista community. The vision of the transit plaza is that it would be a functioning public space and a center for transit and pedestrian traffic. The plaza will feature covered seating in a well lit, landscaped setting adjacent to retail. This will facilitate the access to retail by both employees and customers.

As an extension of the Transit Plaza, a streetscape plan would be designed to provide safe pedestrian-friendly connection between retail and single- as well as multi-family housing in the Sierra Vista Development and surrounding communities. The streetscape plans will include sidewalk construction, crosswalk paving, tree placements, street furniture, and pedestrian scale street lighting.

Due to the proximity to public transit and ability to easily use The T to commute, homebuyers could qualify for the added benefits of a home mortgage through the **Smart CommuteTM Initiative**.

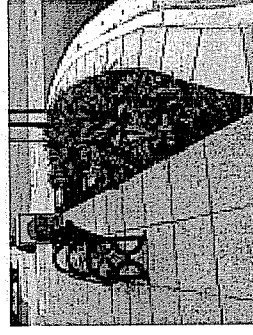
Attachment 2

Sierra Vista Transit Plaza

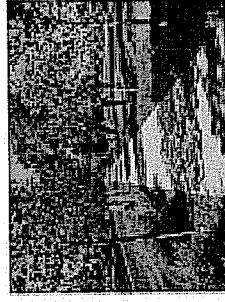
Project Description

- Sierra Vista Transit Plaza is a transit plaza and streetscape project designed to meet the changing mobility needs of the Sierra Vista Redevelopment Initiative located in the Berry/Riverside Urban Village in the City of Fort Worth.
- The Transit Plaza would be constructed on 1 +/- acre of land provided by the private developer, Vertex Asset Partners, L. P.
- The Sierra Vista Redevelopment Initiative will create 232 single-family homes, create over 600 jobs, and add approximately 250,000 square feet of retail to Southeast Fort Worth.
- The design of the transit plaza will emphasize a pedestrian-oriented environment and encourage the use of public transit. Residential and retail land uses within and surrounding the project will be linked to the transit plaza with convenient pedestrian walkways which will result in a reduced dependence on single-occupancy vehicles, and a positively impact on air quality and congestion.

***Conceptual Designs of Plaza and Streetscape Amenities**



TRANSIT PLAZA LANDSCAPING AND STREET FURNITURE EXAMPLE



STREETWALK WITH LANDSCAPING EXAMPLE



CROSSWALK PAVING EXAMPLE

***Example Photos only
may not represent the
final concept**



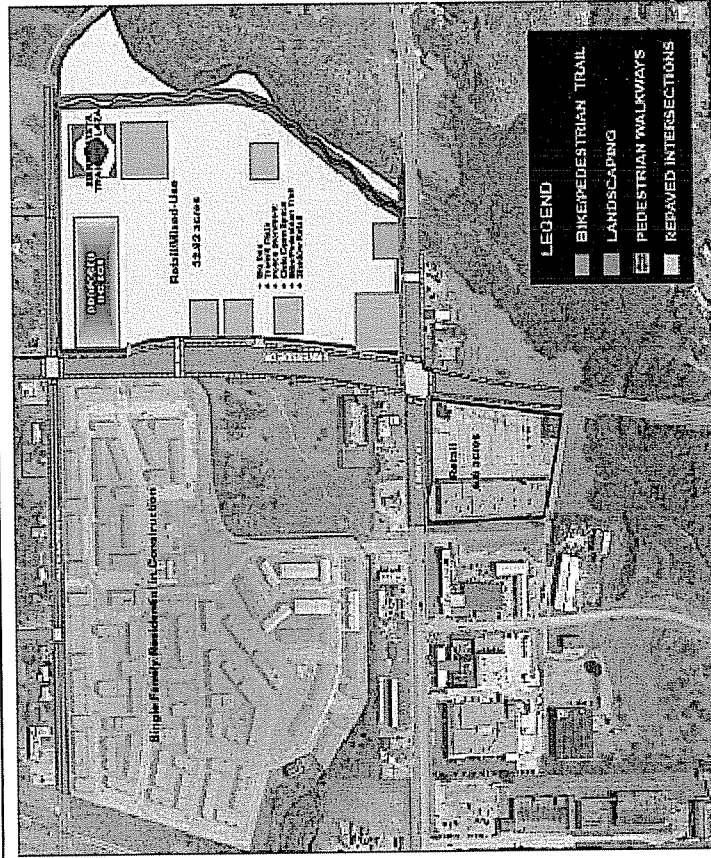
North Central Texas Council of Governments
2005 Sustainable Development Call for Projects

Public Sponsor: Fort Worth Transportation Authority (The T)
Private Sponsor: Vertex Asset Partners, LP

Attachment 3

Sierra Vista Transit Plaza

*Site Plan



*Conceptual site plan only may not represent the final transit plaza placement



North Central Texas Council of Governments
2005 Sustainable Development Call for Projects

Public Sponsor: Fort Worth Transportation Authority (The T)
Private Sponsor: Vertex Asset Partners, LP

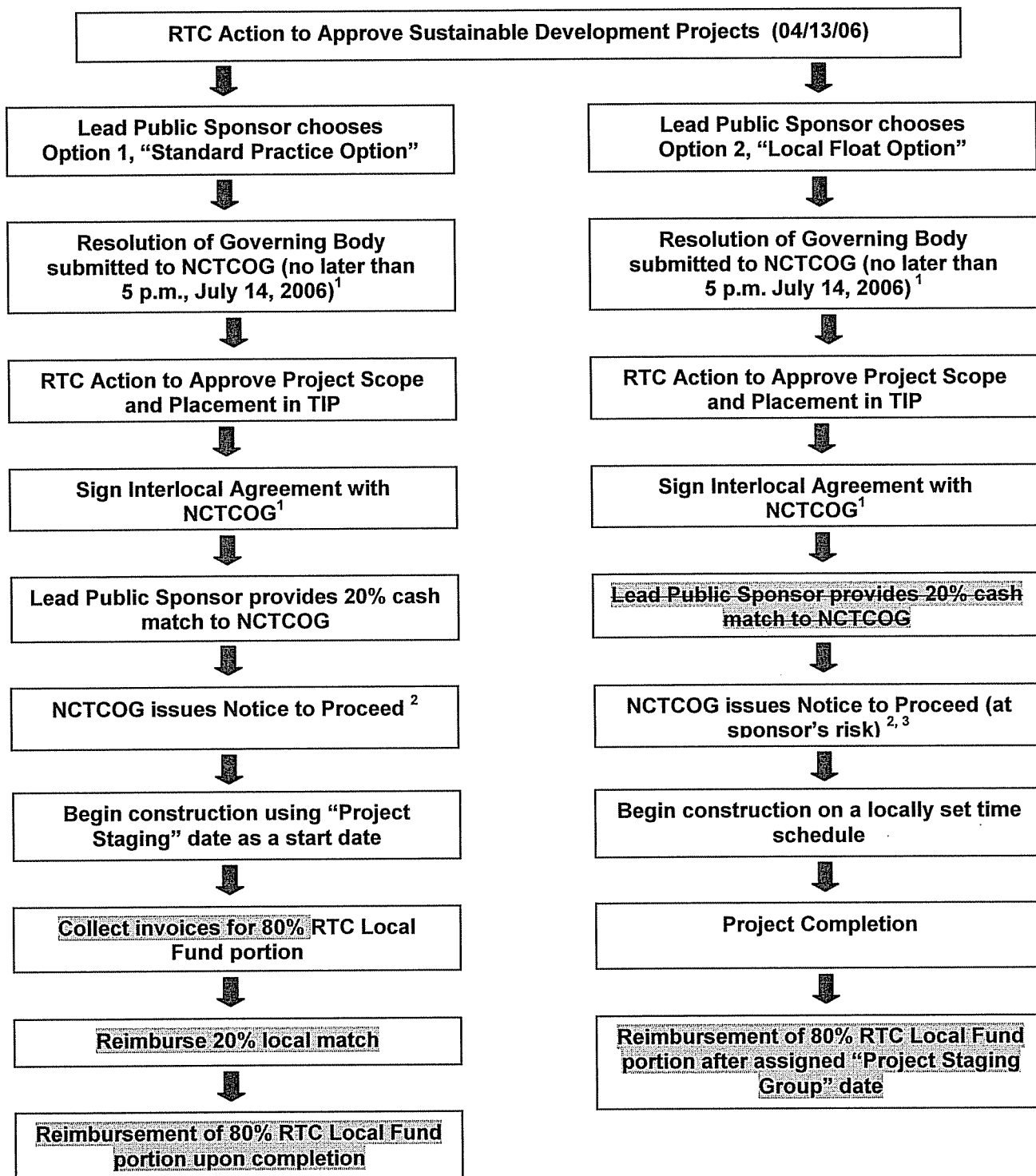
Attachment 4

TIP #	Project Name	Lead Project Sponsor	Second Sponsor	RTC Local Funds Approved	Required Local Match	Reimbursement Available Date
leave blank	Sierra Vista Transit Plaza	The Fort Worth Transportation Authority	The City of Fort Worth	\$400,000	\$100,000	October 2008

Attachment 5

NCTCOG Sustainable Development Call for Projects

Project Implementation Process



¹ For Lead Project Sponsors without land use authority, the City within which the project is located must also provide a Governing Body Resolution and sign the Interlocal Agreement.

² Expenses incurred prior to Notice to Proceed are ineligible for reimbursement.

³ Project may proceed, however, NCTCOG reimbursement is contingent upon NCTCOG receipt of RTC Local Funds.

NCTCOG Sustainable Development Call for Projects

Required Lead Public Sponsor Decision Regarding Project Start Date

The impact of the staging group on project timing is dependent on a local choice between two options. Option 1, "Standard Practice Option" means the project waits until funds for the project are in a North Central Texas Council of Governments (NCTCOG) account. Option 2, "Local Float Option" means the project begins after NCTCOG signs a contract with a local agency providing RTC Local Funds to NCTCOG and the local project sponsor (public or private) "floats" the project until NCTCOG receives payment of RTC Local Funds to a NCTCOG account. A required element of the Governing Body Resolution is the lead public sponsor decision to select Option 1 or Option 2. In either case, transportation improvements cannot be reimbursed prior to the assigned "project staging" date.

Option 1

"Standard Practice Option"

Lead public sponsor uses the assigned "project staging" date as a start date for the project, pending the receipt of a Notice to Proceed.

If RTC Local Funds are not available due to a default of local funds being paid to NCTCOG, the project may be switched to federal funding. This default situation would require a new contract with TxDOT and may result in a delay in the project.

For example, this default situation would occur if a NCTCOG member local government with a contract with NCTCOG to make payment of RTC Local Funds to NCTCOG is in violation of their contract with NCTCOG.

OR

Option 2

"Local Float Option"

Lead public sponsor uses the assigned "project staging" date as a date for reimbursement only and begins the project on a locally set time schedule that begins after a project agreement is signed with NCTCOG.

Staff is authorized to develop interlocal agreements with RTC Local Funds that allow immediate construction with reimbursement to the lead public sponsor contingent upon the receipt of RTC Local Funds by NCTCOG.

Please note, NCTCOG will not sign Sustainable Development Project interlocal agreements until NCTCOG signs agreement(s) to receive RTC Local Funds. If a lead public sponsor selects this option, choosing to move forward and complete their project prior to the assigned reimbursement date, the lead public sponsor will be "at risk" with regard to the default of local funds being paid to NCTCOG. This option may preclude switching to Federal Funds in the event that RTC Local Funds are unavailable.

For example, this default situation would occur if a NCTCOG member local government with a contract with NCTCOG to make payment of RTC Local Funds to NCTCOG is in violation of their contract with NCTCOG.

Attachment 6

Project #: 193

Project Name: Sierra Vista Transit Plaza

Category	Description	Budget
Pedestrian Amenities	Sidewalks, crosswalks, benches, trash receptacles, shade trees, lighting, pedestrian plaza	\$0.00
Bicycle Trail	Construction of new/extended trails or connection to existing/planned trail, route signage, landscaping, lighting, egress/access from existing/planned trail	\$0.00
Landscaping	Installation of landscaping features along transportation facilities	\$0.00
Bus Transit	Pedestrian shelters, pedestrian linkages to transit center, signage, passenger waiting areas, trash receptacles, landscaping	\$500,000.00
Rail Transit	Station construction, pedestrian linkages to station, signage, landscaping	\$0.00
Traffic Signals	Signal installation, signal retiming, equipment upgrades	\$0.00
Intersection Improvements ¹	Left turn lanes, right turn lanes, improvements to intersection geometry, landscaping	\$0.00
Street Construction ²	Capacity expansion, reconstruction, frontage road adjustments, ramp reversals, landscaping	\$0.00

TOTAL PROJECT COST (Federal + Local Funds)

\$500,000.00

¹ Required Information for Intersection Improvements

Description of exact intersection of cross streets	
Description of the work to be performed on each approach to intersection	

² Required Information for Street Construction

Street Name	
To/From Limits	
Number of Lanes	
Divided/Undivided Facility	

**RESOLUTION ESTABLISHING MANAGEMENT OF SUSTAINABLE
DEVELOPMENT PROJECTS
R06-05**

WHEREAS, the North Central Texas Council of Governments has been designated as the Metropolitan Planning Organization for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

WHEREAS, the Regional Transportation Council comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments, and has been and continues to be a forum for cooperative decisions on transportation; and,

WHEREAS, the Dallas-Fort Worth area is a federally designated nonattainment area for the pollutant ozone, and air quality impacts the public and economic health of the entire region; and,

WHEREAS, the Regional Transportation Council is responsible for air quality conformity; and the Clean Air Act Amendments of 1990 require that in air quality nonattainment areas, transportation plans and improvement programs conform to the applicable air quality implementation plan; and,

WHEREAS, the Regional Transportation Council's first Sustainable Development Call for Projects successfully implemented a wide variety of projects and was awarded the inaugural Smart Moves: Transportation Strategies for Smart Growth Award sponsored by the Environmental Protection Agency, the American Association of State Highway and Transportation Officials, and the Federal Highway Administration; and,

WHEREAS, the Regional Transportation Council approved \$40.61 million for the current Sustainable Development Call for Projects on April 14, 2005; and,

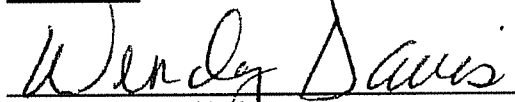
WHEREAS, on April 13, 2006, the Regional Transportation Council approved the projects under the Sustainable Development Call for Projects, the use of Regional Transportation Council Local Funds pending the receipt of local funding agreement(s), and the requirement that a resolution of the lead public sponsor's governing body for each project be submitted to NCTCOG offices by 5 p.m., July 14, 2006.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

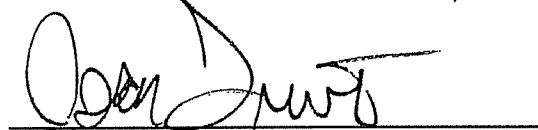
Section 1. The Regional Transportation Council approves the project scope and timing for inclusion in the Transportation Improvement Program after receiving Governing Body Resolutions for individual projects.

Section 2. Standard practice is to issue a notice to proceed in the year that funds are available. In order to expedite benefits of the program, staff is authorized to develop agreements that allow immediate construction with reimbursement pending receipt of Regional Transportation Council Local Funds. The lead Public Sponsor will sign an agreement that states they understand the risk of such construction.

- Section 3.** Funds returned from infrastructure investments and planning projects unable to move forward will be reallocated to the next Sustainable Development Call for Projects.
- Section 4.** Selected land banking projects will be required to return to the North Central Texas Council of Governments, at a minimum, the Regional Transportation Council Local Funds upon resale or lease of land acquired under the program. Reasonable costs will be considered. A Land Banking Program will be established for future projects.
- Section 5.** The Land Banking Program is to be administered as land acquisition for economic development purposes.
- Section 6.** Regional Transportation Council action is required to reprogram funds from any Sustainable Development Program or Projects.
- Section 7.** This resolution will be transmitted to all local governments with Regional Transportation Council selected projects under the Sustainable Development Call for Projects.
- Section 8.** This resolution shall be in effect immediately upon its adoption.


Wendy Davis, Chair
Regional Transportation Council
Councilmember, City of Fort Worth

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on May 11, 2006.


T. Oscar Trevino, P.E., Secretary
Regional Transportation Council
Mayor, City of North Richland Hills

Attachment 8

RULES FOR NCTCOG'S SUSTAINABLE DEVELOPMENT CALL FOR PROJECTS

General Conditions

1. Project applicants may access the online application beginning November 1, 2005, at: www.dfwinfo.com/trans/landuse/joint_venture/2005.html. Online applications must be submitted by **5 p.m., January 20, 2006**.
2. In addition to an electronic submittal, all applicants must submit two paper copies of a completed and signed application to NCTCOG offices by **5 p.m., January 20, 2006**. Incomplete applications or those not received by the deadline will not be accepted. Supplemental information will not be accepted after the deadline.
3. Projects must be consistent with the Regional Transportation Council approved Screening/Project Selection Process and the Regional Transportation Council approved Sustainable Development Areas of Interest.
4. Projects may be funded with federal or local funds. Projects built with federal funds will follow the standard Texas Department of Transportation (TxDOT)/Federal administrative process and design standards. Projects built with local funds will follow the administrative process and design standards of the public sector sponsor under an interlocal agreement with NCTCOG.
5. All funding is handled on a reimbursement basis and expenditures made prior to signing an agreement on the project will not be eligible expenses. If federal funds are involved, expenditures made prior to receipt of a Federal Project Authorization and Agreement (FPAA) are not eligible.
6. A public agency must sponsor each application. The sponsoring public agency will serve as the lead project contact.
7. All projects require a minimum local cash match of 20% of the total project cost. Over-matching the project is allowed.
8. Cost overruns will not be the responsibility of the Regional Transportation Council. Local partners will be responsible for any cost overruns.
9. The Western subregion allocation is \$12.59 million. The combined total requests from each individual public sector agency in the Western subregion shall not exceed this amount.

General Conditions (continued)

10. The Eastern subregion allocation is \$28.02 million. The combined total requests from each individual public sector agency in the Eastern subregion shall not exceed this amount.
11. The Regional Transportation Council will approve all final projects and funding levels.
12. The Regional Transportation Council reserves the right to remove funding from a project that is no longer supported by both local partners.
13. The Regional Transportation Council reserves the right to remove funding from a project for which the local sponsor is unable or unwilling to sign a local agreement to implement the project or cannot provide the required 20% local match.
14. All funds that are unexpended or removed from a project return to the regional Sustainable Development Program for future funding initiatives.

Conditions for Local Sustainable Development Planning Programs

1. No individual project funding request may exceed \$300,000.
2. Proposals must create the planning foundation or strategic assistance necessary for a development project that would be eligible and competitive for the Sustainable Development Call for Projects. Applicants are encouraged to submit Sustainable Development programs that include (but are not limited to): objectives creating urban design standards for an area, creating a tax increment refinance zone, or implementing a public outreach campaign promoting livable communities.
3. No private sector sponsor is required.

Conditions for Land Banking Projects

1. The Regional Transportation Council has established that no more than 20% of the total funding allocated to the Sustainable Development Program be spent on land banking. Thus, no individual land banking funding request may exceed \$8.1 million.

Conditions for Land Banking Projects (continued)

2. Individual project meetings will be required for land banking applicants. NCTCOG staff will schedule these meetings after January 20, 2006.
3. No private sector sponsor is required.
4. The sponsoring public agency must provide to NCTCOG a resolution of its governing body, endorsing receipt of the award, and intent to participate in a land banking program within 90 days of Regional Transportation Council action to select the project.

Conditions for Transportation Infrastructure Projects

1. No individual project funding request may exceed \$7 million.
2. Zoning and development codes necessary to allow the development to be built must be in place by the January 20, 2006, deadline.
3. A letter of support from an active private-sector partner currently working on a development in the impacted area is required.
4. The sponsoring public agency must demonstrate a public/private partnership. Public entities may include a county, city, transit authority, or special district. Private sector partners may include for-profit private developers, not-for-profit homebuilders, Independent School Districts, housing authorities, colleges, universities, tax increment refinance zones, and public improvement districts. Local government support is required for all applications.
5. Items ineligible for reimbursement include, but are not limited to: construction or rehabilitation of private buildings, artwork, fountains, installation and/or rehabilitation of water and sewer lines, parking garages, earthwork necessary to raise proposed buildings out of the floodplain, and other items not directly related to mobility. Certain categories of federal funds may be more restrictive.
6. Transportation infrastructure eligible for reimbursement include, but are not limited to: roadways, intersection improvements, bus stops, sidewalks, shade trees, landscaping, pedestrian/bicyclist amenities, crosswalks, bicycle paths, transit stations, right of way or easements necessary for transportation facilities. Certain categories of federal funds may be more restrictive.

Conditions for Transportation Infrastructure Projects (continued)

7. Eligible transportation infrastructure must be (a) physically located within or along the limits of the proposed development/redevelopment zone or, (b) located within walking distance of the proposed project (1/2 mile or less depending on site conditions), or (c) directly related to either the roadway or rail access necessary to make the development viable.
8. The sponsoring public agency must provide to NCTCOG a resolution of its governing body, endorsing receipt of the award, and confirming the private sector partner within 90 days of Regional Transportation Council action to select the project.

City of Fort Worth, Texas
Mayor and Council Communication

COUNCIL ACTION: Approved on 6/20/2006 - Resolutio No. 3369-06-2006

DATE: Tuesday, June 20, 2006
LOG NAME: 22SD SIERRAVIST

REFERENCE NO.: **G-15242

SUBJECT:

Adopt a Resolution in Support of the Land Use and Project Timing for the Sierra Vista Transit Plaza Sustainable Development Project and Authorize Entering into an Interlocal Agreement with North Central Texas Council of Governments

RECOMMENDATION:

It is recommended that the City Council:

1. Adopt the attached resolution in support of the proposed land use and project timing for the Sierra Vista Transit Plaza Sustainable Development project (Project), and
2. Authorize entering into an interlocal agreement with the North Central Texas Council of Governments (NCTCOG) for the Project.

DISCUSSION:

On January 20, 2006, the Fort Worth Transportation Authority (The T) submitted a Sustainable Development project application to NCTCOG requesting \$1.2 million for the Sierra Vista Transit Plaza project.

The Project includes a transit plaza, pedestrian and streetscape improvements designed to support the proposed Sierra Vista Redevelopment Initiative located in the Berry/Riverside Urban Village. The transit plaza would be constructed on one acre of land provided by the private developer, Vertex Asset Partners, LP. The Sierra Vista Redevelopment Initiative will create 232 single-family homes and construct a 60,000 square foot retail center on the site of the former Oakbrook Mall. Project timing is to be complete by May 1, 2009.

On April 13, 2006, the Regional Transportation Council (RTC) approved grant funding in the amount of \$400,000 for the Project. This grant requires a 20 percent local cash match of \$100,000. The Fort Worth Transportation Authority, as the lead public sponsor for the project, has committed to fund a portion of, and pass through funds from the private sector for, the local cash match of \$100,000. In addition, the Fort Worth Transportation Authority confirms that any cost overruns will be the responsibility of the local partners (The T and Vertex Asset Partners, LP). The Fort Worth Transportation Authority is seeking additional funding to fill the funding gap, since the RTC only funded one-third of the grant request.

Due to the fact that the Fort Worth Transportation Authority does not have land use authority over the project site, NCTCOG requires a resolution from both the Fort Worth Transportation Authority and the City of Fort Worth. Additionally, both the Fort Worth Transportation Authority and the City of Fort Worth will be required to sign an interlocal agreement with NCTCOG before a notice to proceed will be issued for the project.

Upon approval of this M&C, staff will complete the following activities:

- Submit the resolution to NCTCOG on or before Friday, July 14 for consideration by the Surface Transportation Technical Committee, the Regional Transportation Council, and the Executive Board of NCTCOG; and
- Upon approval by the aforementioned bodies, work with NCTCOG to execute an interlocal agreement.

This project is located in COUNCIL DISTRICT 8.

FISCAL INFORMATION/CERTIFICATION:

The Finance Director certifies that this action will require no direct expenditure from City funds in the current fiscal year.

TO Fund/Account/Centers

FROM Fund/Account/Centers

Submitted for City Manager's Office by:

Libby Watson (6183)

Originating Department Head:

Fernando Costa (8048)

Additional Information Contact:

Patrina Newton (8068)
